183-33A

U.S. Department of Transportation
Federal Aviation Administration

# Advisory Circular

| Subject: | DESIGNATED AIRWORTHINESS REPRESENTATIVES | Date: 10/1/85 | AC No: 183-33A |
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1. PURPOSE. This advisory circular (AC) contains information and guidance concerning the selection and appointment of Designated Airworthiness Representatives (DAR's) and identifies the specific functions which may be delegated to DAR's as authorized by the Federal Aviation Administration (FAA), Director of Airworthiness.

2. CANCELLATION. AC 183-33, Designated Airworthiness Representatives, dated February 14, 1983, is cancelled.

3. RELATED FEDERAL AVIATION REGULATIONS (FAR). FAR Parts 21, 43, and 183.

4. BACKGROUND. FAR Part 183 provides for the selection of DAR's from qualified persons to act as representatives of the Administrator in performing certain certification functions in the areas of maintenance, manufacturing, and engineering. The FAA will republish this AC for notice and comment each time revisions are proposed to add or delete any authorized functions.

5. DEFINITIONS.

a. Original Certification. Except as otherwise provided for in paragraph 6, the term original certification applies to the issuance of airworthiness certificates or approvals, as appropriate, for:

(1) Aircraft or related products (new or used) that have not left the original product manufacturer's quality control system.

(2) Aircraft or related products for which an airworthiness certificate or approval has never been issued. Examples include:

(a) Surplus military aircraft.

(b) Aircraft built from spare and surplus parts.

(c) U.S.-manufactured aircraft exported to a foreign country without having been issued an airworthiness certificate or export airworthiness approval.

(3) Previously certificated aircraft being presented for the first time for certification in another category or classification; e.g., aircraft converted from standard to restricted for the first time; or from a special airworthiness certificate to standard for the first time.

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(4) Aircraft which have undergone changes to the type design and require flight test (i.e., under an experimental certificate for the purpose of showing compliance with regulations including, as applicable, the issuance/reissuance of a standard airworthiness certificate).

(5) Prototype or test articles, parts, or installations, including completed aircraft, to be used for design evaluation (i.e., type certificate (TC) or supplemental type certificate (STC) purposes).

b. Recurrent Certification. Except as otherwise provided for in paragraph 6, the term recurrent certification applies to the issuance of airworthiness certificates or approvals not covered under original certification as defined in paragraph 5a.

c. Airworthiness Certificates or Approvals.

(1) Domestic aircraft or parts thereof are considered approved by the Administrator when airworthiness certificates or approvals are issued in the form of special or standard airworthiness certificates, airworthiness tags, export airworthiness approvals, or any other method of certification or approval acceptable to the FAA. For example, replacement/modification parts are considered approved under the provisions of an FAA Parts Manufacturer Approval (PMA) as evidenced by the markings required by FAR Section 45.15; aircraft engines are considered approved when the holder of the production approval affixes the identification (I.D.) plate required by FAR Section 45.11 which contains the information required by FAR Section 45.13, etc.

(2) Import aircraft or parts thereof are considered eligible for U.S. certification or approval when they are accompanied by a certification issued by the foreign civil air authorities of a country with which the U.S. has a bilateral airworthiness agreement which provides for its issuance. In these instances the certifications must attest to conformity of the product to ITS U.S. TYPE DESIGN and condition for safe operation.

(3) Any certification or approval activity subsequent to the original certification or approval for aircraft or parts thereof previously certified or approved in the manner described in paragraph 5c(1) or (2), would fall into the category of recurrent certification/approval.

6. EXCEPTIONS. Any requests (original or recurrent) for an experimental certificate for amateur-built aircraft may be handled by either manufacturing or maintenance DAR's, within the limits of their authorization.

7. ELIGIBILITY. Any qualified person (including organizations) may be authorized to represent the FAA as a DAR for the purpose of performing certain examination, inspection, and testing services relative to certification functions in the areas of maintenance, manufacturing, and engineering as may be authorized by the FAA Director of Airworthiness and published in this AC.

8. QUALIFICATION CRITERIA. The qualification criteria to be used to determine eligibility for appointment as a DAR is contained in Appendix 1.

9. APPOINTING OFFICE. The Director of Airworthiness has delegated the authority to select and appoint DAR's to the Managers of Aircraft Certification Divisions regarding authorization to perform engineering or manufacturing functions, and to the Managers of Flight Standards Divisions regarding authorization to perform maintenance functions.

10. MANAGING OFFICE. The managing office is the FAA field office assigned responsibility by the appointing office for managing a particular DAR's activity. All DAR authorized functions must be accomplished within the geographical boundaries of the managing office unless otherwise authorized in writing by that office. In those instances where a DAR obtains written authorization to perform authorized functions in another geographical area, the managing office will retain the responsibility for monitoring and supervising the DAR's activity. A COPY OF THE AUTHORIZATION SHOULD BE PROVIDED TO THE AIRCRAFT CERTIFICATION OR FLIGHT STANDARDS OFFICE RESPONSIBLE FOR THE GEOGRAPHIC AREA IN WHICH THE DAR WILL BE PERFORMING AUTHORIZED FUNCTIONS.

11. APPLICATION.

a. Any qualified person may apply for appointment as a DAR. Applications for appointment must be initiated by a letter to the Manager, Aircraft Certification Division (for manufacturing and engineering functions), or to the Manager, Flight Standards Division (for maintenance functions), located in the geographical area in which the applicant resides or has his/her primary place of business where the functions will be performed. (Addresses of appointing offices are identified in Appendix 2.) The application letter must be accompanied by an FAA Form 8110-14, Statement of Qualifications (for Designated Airworthiness Representative), completed in duplicate by the applicant.

b. Applications submitted by individual applicants must be accompanied by:

(1) Three letters attesting to THE DAR APPLICANT'S INTEGRITY AND TECHNICAL QUALIFICATIONS TO PERFORM THE FUNCTION(S) ON PRODUCTS OF THE TYPE AND COMPLEXITY AS THOSE FOR WHICH AUTHORIZATION IS BEING SOUGHT. At least one of the letters must be from the manager of an FAA office with whom the applicant has had a direct working relationship. The other letters should be from aviation industry organizations (not private persons) such as a repair station, manufacturer, or air carrier (reference Appendix 3); and

(2) Supplemental statements to substantiate that he/she meets all of the following:

(a) The general qualifications specified in Appendix 1, paragraph 1a through e; and

(b) The specialized experience requirements for the function(s) for which authorization is sought as specified in Appendix 1, paragraph 2a through e and paragraph 3a through c.

c. Applications submitted by an organization must be accompanied by:

(1) Three letters, for each person who will perform the authorized function(s), attesting to his/her integrity and technical qualifications as specified in paragraph 11b(1).

(2) Supplemental statements which include the names, signatures, and titles of those persons who will perform the authorized function(s), and substantiate that they meet all of the following:

(a) The general qualifications specified in Appendix 1, paragraph 1a through e; and

(b) The specialized experience requirements for the function(s) for which authorization is sought specified in Appendix 1, paragraph 2a through e and paragraph 3a through c.

(3) A procedure (independent of established organization procedures) acceptable to the FAA which positively ensures that only appropriately qualified persons will perform the authorized function(s). (See Appendix 4.)

d. Additional information concerning qualification criteria may be obtained from any FAA office identified in Appendix 2.

12. SELECTION AND APPOINTMENT.

a. The appointing office (Aircraft Certification Division or Flight Standards Division) will evaluate the applicant's qualifications, including those of persons who will perform the authorized function(s) for DAR organization applicants, and check personal references as appropriate. Additionally, each individual applicant and each person within an organization who will perform authorized functions will be subjected to a personal interview prior to appointment.

b. The applicant's letter and application form will be acknowledged by the appointing office. This acknowledgement will advise the applicant as to whether or not he/she has been appointed, or the reasons why the delegation of authority has been denied.

c. Upon a satisfactory determination that the applicant meets all appropriate requirements, the appointing office will prepare an FAA Form 8430-9, Certificate of Authority, which will identify either a person or an organization as a DAR. Authorized functions will be stated on the front of this certificate. However, when space limitations preclude the listing of all authorized functions, the Certificate of Authority may reference a letter (supplement) that identifies the DAR's limits of authority in more detail. The reverse side of the certificate will be endorsed by the manager of the assigned managing office who will personally present the certificate to the DAR. DAR organizations will provide each person who will perform authorized functions with a copy of the DAR organization Certificate of Authority, FAA Form 8430-9, and related supplement(s) which will identify the person(s) who will perform the authorized function(s) and each person's limitations as appropriate.

d. In all cases, it will be necessary to limit the delegated authority of the DAR, including those persons within DAR organizations who will perform authorized functions, to specific functions commensurate with the individual's knowledge and experience. For example:

(1) In the case of individuals, the authorized functions will be limited to products of the type and complexity for which the individual has been determined qualified; or

(2) In the case of an organization, DAR authorizations will be limited to certificated repair stations, air carriers/air taxi commercial operators, and to holders of FAA production approvals within the limits as specified below. (Additional limitations will be prescribed, as appropriate, for each person within the organization who will perform the authorized functions):

(a) A repair station's authorized functions will be limited to products for which it holds appropriate ratings;

(b) Air carrier and air taxi commercial operator's authorized functions will be limited to aircraft, by make and model, covered by their operating certificate;

(c) Authorized functions for manufacturers (i.e., FAA production approval holders) will be limited (except in the case of components, reference paragraph 17a(9)) to products produced under the provisions of their FAA production approval (Production Certificate (PC), Approved Production Inspection System (APIS), Parts Manufacturer Approval (PMA), or Technical Standard Order Authorization (TSOA)).

e. An FAA Form 8000-5, Certificate of Designation, suitable for framing and display, will be prepared by the FAA appointing office and presented to the new designee by the manager of the assigned managing office.

13. DURATION OF CERTIFICATES.

a. Unless otherwise terminated, appointments will be effective for a period not to exceed one year and may be renewed annually by the appointing office. It should be noted that a DAR appointment may be terminated for any reason, INCLUDING A LACK OF SUFFICIENT ACTIVITY TO WARRANT CONTINUANCE OF THE DESIGNATION.

b. Prior to consideration being given for reappointment, a DAR, or person(s) who performs certification functions in a DAR organization, must:

(1) Submit a written request for reappointment along with an FAA Form 8110-14, Statement of Qualifications, to his/her managing office not less than 30 days prior to expiration of the current appointment.

(2) Show evidence of activity during the previous appointment;

(3) Show that within each 24-month period training has been received by attendance at the FAA DAR standardization course. Failure to attend the DAR standardization course when prescribed could result in delay of the reappointment until such time as adequate training can be provided to keep abreast of current policy/regulatory material.

c. An FAA Form 8430-9, Certificate of Authority, will be reissued by the appointing office upon a satisfactory recommendation from the manager of the assigned managing office.

14. TRAINING.

a. The FAA will provide training for all DAR's upon appointment and on an ongoing basis as necessary. This training will normally be accomplished by the FAA managing office. However, all DAR's, or persons who perform certification functions in a DAR organization, are expected to attend a standardization course offered by the FAA Aviation Standards National Field Office at any one of approximately 30 locations within each two-year cycle. Each DAR, or person authorized to perform certification functions in a DAR organization, will be expected to pay for his/her expenses and transportation.

b. DAR training will normally be limited to familiarization with FAA administrative procedures. Training in technical areas will not be provided, since a DAR applicant must have the necessary technical expertise as a prerequisite to appointment.

15. MONITORING AND SUPERVISION. All DAR's, and persons authorized to perform certification functions in a DAR organization, will be subject to monitoring and supervision, as appropriate, for the particular authorized functions. This will normally be accomplished by the managing office in accordance with FAA internal directives.

16. LIMITS OF AUTHORITY. The Certificate of Authority, and supplemental documents, presented to each DAR will identify all authorized functions. These functions will be limited to those for which the DAR, and persons authorized to perform certification functions in a DAR organization, have been determined qualified.

17. AUTHORIZED FUNCTIONS. The Director of Airworthiness hereby determines that the following may be delegated to a DAR (following a determination by the Director, or the Director's designee, that the DAR is qualified to perform the particular function).

a. Manufacturing Functions. In the area of manufacturing a DAR may, within limits prescribed by, and under the general supervision of the managing office, be authorized to perform the following original certification functions in accordance with existing FAA procedures, policies, practices, and pertinent FAR's:

(1) Issue original standard airworthiness certificates for U.S.-registered aircraft; excluding aircraft built from spare and surplus parts; surplus military aircraft; or foreign manufactured aircraft imported from countries other than the country of manufacture;

(2) Issue experimental certificates, for the purpose of showing compliance with regulations, for U.S.-registered aircraft which have undergone changes to the type design and require flight test, prior to the issuance/reissuance of a standard airworthiness certificate;

(3) Issue original restricted airworthiness certificates for U.S.-registered/U.S.-manufactured restricted category aircraft, located in the U.S. and possessions only; excluding aircraft built from spare and surplus parts or surplus military aircraft;

(4) Issue original/recurrent experimental certificates for U.S.-registered amateur-built aircraft located in the U.S. and possessions only;

(5) Issue special flight permits for U.S.-registered aircraft for the purposes outlined in FAR Section 21.197(a)(1) through (5); excluding the issuance of such permits for any overweight operation;

(6) Issue original export airworthiness approvals for Class I products (i.e., aircraft, aircraft engines, or propellers) in accordance with the provisions of FAR Part 21, Subpart L; excluding aircraft built from spare and surplus parts or surplus military aircraft;

(7) Issue original export airworthiness approvals for Class II products (i.e., major components of a Class I product) that are manufactured and located in the United States in accordance with the provisions of FAR Part 21, Subpart L;

(8) Make conformity determinations on aircraft and parts thereof (including prototype aircraft, test articles, and installations) to be used for design evaluation programs; e.g., type certificate and supplemental type certificate programs;

(9) Issue conformity certifications on behalf of foreign civil air authorities for components manufactured by U.S. suppliers for foreign product manufacturers, after making determinations of conformity to the design, test, and quality requirements notified to the FAA by the civil air authority of the country in which the product manufacturer is located.

b. Maintenance Functions. In the area of maintenance, a DAR may, within limits prescribed by, and under the general supervision of the managing office, be authorized to perform the following recurrent certification functions in accordance with existing FAA procedures, policies, practices, and pertinent FAR's:

(1) Issue recurrent standard airworthiness certificates for U.S.-registered aircraft; except foreign manufactured aircraft imported from countries other than the country of manufacture;

(2) Issue recurrent restricted airworthiness certificates for U.S.-registered/U.S. manufactured restricted category aircraft located in the U.S. and possessions only;

(3) Issue recurrent/original experimental certificates for U.S.-registered amateur-built aircraft located in the U.S. and possessions only;

(4) Issue special flight permits for U.S.-registered aircraft for the purposes outlined in FAR Section 21.197(a)(1) and (2) excluding the issuance of such permits for any overweight operation;

(5) Issue recurrent export airworthiness approvals for Class I products (i.e., aircraft, aircraft engines, or propellers) in accordance with the provisions of FAR Part 21, Subpart L;

(6) Issue recurrent export airworthiness approvals for Class II products (i.e., major components of a Class I product) that are manufactured and located in the United States in accordance with the provisions of FAR Part 21, Subpart L.

NOTE: DAR authorized functions DO NOT include the issuance of replacement (e.g., lost, stolen, mutilated, etc.) Airworthiness Certificates.

c. Engineering Functions. No present need has been established to authorize delegations in the area of engineering beyond those presently authorized under the Designated Engineering Representative program.

William J. Sullivan
Acting Deputy Director
of Airworthiness

## APPENDIX 1. QUALIFICATION CRITERIA

1. GENERAL QUALIFICATIONS. To qualify for an appointment as a DAR, all applicants (including those persons in DAR organizations who will perform the authorized function(s)) must meet the general qualifications listed below in addition to having the specialized experience specified in paragraphs 2 and 3, as appropriate, for the particular function for which authorization is being sought:

a. Current and thorough working knowledge of the FAR's and related material;

b. Current technical knowledge and experience commensurate with that required for the particular function;

c. Unquestionable integrity, cooperative attitude, and the ability to exercise sound judgment;

d. The ability to maintain the highest degree of objectivity while performing authorized functions on behalf of the FAA, consistent with FAA regulations, statutes, and safety goals, notwithstanding any influence to the contrary; and

e. At least two years of satisfactory experience in working directly with the FAA in connection with the type of work to be covered in the designation.

2. SPECIALIZED EXPERIENCE REQUIRED FOR MANUFACTURING FUNCTIONS. In the area of manufacturing, in addition to the general qualifications specified in paragraph 1, a DAR applicant (including those persons in DAR organizations who will perform the authorized function(s)) must have the following specialized experience for each particular function for which authorization is being sought:

a. Issuance of Original Airworthiness Certificates for U.S.-Registered Aircraft. (Reference this Advisory Circular, paragraph 17a(1) through(5).) To qualify for authorization to perform these functions, a DAR applicant must have the following experience:

(1) Five years of experience as a Designated Manufacturing Inspection Representative (DMIR) or as an FAA manufacturing inspector involved in either the actual issuance of, or having responsibility for managing programs leading to the issuance of, original airworthiness certificates for aircraft OF THE TYPE AND COMPLEXITY as those for which authorization is being sought; or

(2) In the case of an organization, as the holder of an FAA production Certificate (PC) or Approved Production Inspection System (APIS) having a person(s) in its employ with five years of experience similar to that specified in paragraph 2a(1).

b. Issuance of Original Export Airworthiness Approvals for Class I Products (i.e., Aircraft, Aircraft Engines, or Propellers). (Reference this Advisory Circular, paragraph 17a(6).) To qualify for authorization to perform this function, a DAR applicant must have the following experience:

(1) Five years of experience as a DMIR or as an FAA manufacturing inspector involved in either the actual issuance of, or having responsibility for managing programs leading to the issuance of, original export airworthiness approvals for Class I products OF THE TYPE AND COMPLEXITY as those for which authorization is being sought; or

(2) In the case of an organization, as the holder of a PC or APIS having a person(s) in its employ with five years of experience similar to that specified in paragraph 2b(1).

c. Issuance of Original Export Airworthiness Approvals for Class II Products (i.e., Major Components of a Class I Product) that are Manufactured and Located in the United States. (Reference this Advisory Circular, paragraph 17a(7).) To qualify for authorization to perform this function, a DAR applicant must have the following experience:

(1) Three years of experience as a DMIR or as an FAA manufacturing inspector involved in the actual issuance of, or having responsibility for managing programs leading to the issuance of, original export airworthiness approvals for Class II products OF THE TYPE AND COMPLEXITY as those for which authorization is being sought; or

(2) Show evidence of three years of experience with quality control methods and techniques which demonstrates the applicant's ability to determine that Class II products, OF THE TYPE AND COMPLEXITY as those for which authorization is being sought, submitted for original export airworthiness approval meet FAR Part 21, Subpart L, and any other applicable FAR's, and meet the special/additional requirements of the importing country. This should include actual experience in the following areas:

(a) First article, in process, and final assembly inspection;

(b) Quality assurance provisions of special processes; e.g., heat treating, brazing, welding, carburizing, plating, etc.;

(c) Destructive and nondestructive inspection;

(d) Manufacturing processes;

(e) Airworthiness assurance;

(f) Developing/implementing quality control systems/procedures;

(g) Testing procedures; and

(h) Use of FAA approved design data.

(3) In the case of an organization, as the holder of an FAA production approval (PC, APIS, PMA, or TSOA) having a person(s) in its employ with three years experience similar to that specified in paragraph 2c(1) or (2).

d. Make Conformity Determinations on Aircraft and Parts Thereof (Including Those Submitted to the Administrator for Tests) Prior to the Issuance of FAA Design Approval. (Reference this Advisory Circular, paragraph 17a(8).) To qualify for authorization to perform this function, a DAR applicant must have the following experience:

(1) Five years of experience as a DMIR or as an FAA manufacturing inspector involved in either making actual determinations, or having responsibility for managing programs leading to determinations, that prototype or test articles, parts, or installations, including completed aircraft, OF THE TYPE AND COMPLEXITY as those for which authorization is being sought, are in conformity to the design being evaluated by the FAA; or

(2) Show evidence of five years experience with quality control methods and techniques which demonstrates the applicant's ability to determine that prototype or test articles, parts, or installations, including completed aircraft, OF THE TYPE AND COMPLEXITY as those for which authorization is being sought, to be used for FAA design evaluation, conform to the design being evaluated. This should include actual experience in the following areas:

(a) First article, in process, and final assembly inspection;

(b) Quality assurance provisions of special processes; e.g., heat treating, brazing, welding, carburizing, plating, etc.;

(c) Destructive and nondestructive inspection;

(d) Manufacturing processes;

(e) Airworthiness assurance;

(f) Developing/implementing quality control systems/procedures;

(g) Testing procedures; and

(h) Use of FAA approved design data.

(3) In the case of an organization, as the holder of an FAA production approval (PC, APIS, PMA, TSOA) having a person(s) in its employ with five years experience similar to that specified in paragraph 2d(1) or (2).

e. Issuance of Conformity Certifications for Components Manufactured in the United States for Foreign Product Manufacturers. (Reference this Advisory Circular, paragraph 17a(9).) To qualify for authorization to perform this function, a DAR applicant must have the following experience:

(1) Three years of experience as a DMIR or as an FAA manufacturing inspector involved in either making the actual conformity determinations, or having responsibility for managing programs leading to conformity determinations, that components, OF THE TYPE AND COMPLEXITY as those for which authorization is being sought, are in conformity to design specifications; or

(2) Show evidence of three years of experience with quality control methods and techniques for components, OF THE TYPE AND COMPLEXITY as those for which authorization is being sought, which demonstrates the applicant's ability to determine conformity to the pertinent design, test, and quality requirements. This should include actual experience in the following areas:

(a) First article, in process, and final assembly inspection;

(b) Quality assurance provisions of special processes; e.g., heat treating, brazing, welding, carburizing, plating, etc.;

(c) Destructive and nondestructive inspection;

(d) Manufacturing processes;

(e) Airworthiness assurance;

(f) Developing/implementing quality control systems/procedures;

(g) Testing procedures; and

(h) Use of FAA approved design data.

(3) In the case of an organization, as the holder of an FAA production approval (PC, APIS, PMA, or TSOA) having a person(s) in its employ with three years experience similar to that specified in paragraph 2e(1) or (2).

3. SPECIALIZED EXPERIENCE REQUIRED FOR MAINTENANCE FUNCTIONS. In the area of maintenance, in addition to the general qualifications specified in paragraph 1, a DAR applicant (including those persons in DAR organizations who will perform the authorized functions) must have the following specialized experience for each particular function for which authorization is being sought:

a. Issuance of Recurrent Airworthiness Certificates for U.S.-Registered Aircraft. (Reference this Advisory Circular, paragraph 17b(1) through (4).) To qualify for authorization to perform these functions, a DAR applicant must have the following experience:

(1) Five years of experience as:

(a) An FAA airworthiness inspector (maintenance) involved in either the actual issuance of, or having responsibility for managing programs leading to the issuance of, recurrent airworthiness certificates for aircraft OF THE TYPE AND COMPLEXITY as those for which authorization is being sought; or

(b) A person having responsibility for managing airworthiness certification programs leading to the issuance of airworthiness certificates and/or the release of aircraft to service (e.g., Chief Inspector or Director of Maintenance at an FAA approved repair station, or at the facility of the holder of an air carrier or commercial operator's certificate). This person must hold, at the time of orginal application, a current mechanic certificate with airframe and powerplant (A&P) ratings and must demonstrate the ability to determine

that aircraft, OF THE TYPE AND COMPLEXITY as those for which authorization is being sought, submitted for recurrent certification have remained in, or have been returned to their FAA approved design configuration and meet pertinent FAR requirements; or

(c) The experience as outlined in paragraph 2a(1).

(2) In the case of an organization:

(a) As the holder of a repair station certificate under FAR Part 145, with appropriate ratings, having a person(s) in its employ with five years experience similar to that specified in paragraph 3a(1)(a) through (c); or

(b) An air carrier operating certificate holder with an FAA approved Continuous Airworthiness Maintenance Program (CAMP) having a person(s) in its employ with five years experience similar to that specified in paragraph 3a(1)(a) through (c); or

(c) A manufacturer as defined in paragraph 2a(2).

b. Issuance of Recurrent Export Airworthiness Approvals for Class I Products (i.e., Aircraft, Aircraft Engines, or Propellers). (Reference this Advisory Circular, paragraph 17b(5).) To qualify for authorization to perform this function, a DAR applicant must have the following experience:

(1) Five years of experience as:

(a) An FAA airworthiness inspector (maintenance) involved in either the actual issuance of, or having responsibility for managing programs leading to the issuance of, recurrent export airworthiness approvals for Class I products OF THE TYPE AND COMPLEXITY as those for which authorization is being sought; or

(b) A person having responsibility for managing export airworthiness approval programs leading to the issuance of export airworthiness approvals for Class I products (e.g., Chief Inspector or Director of Maintenance at an FAA-approved repair station, or at the facility of the holder of an air carrier or commercial operator's certificate). This person must hold, at the time of orginal application, a current mechanic certificate with A&P ratings and must demonstrate the ability to determine that Class I products, OF THE TYPE AND COMPLEXITY as those for which authorization is being sought, submitted for recurrent export airworthiness approval meet FAR Part 21, Subpart L, and any other applicable FAR's; and meet the special/additional requirements of the importing country; or

(c) The experience as outlined in paragraph 2b(1).

(2) In the case of an organization:

(a) As the holder of a repair station certificate under FAR Part 145, with appropriate ratings, having a person(s) in its employ with five years experience similar to that specified in paragraph 3b(1)(a) through (c); or

(b) An air carrier operating certificate holder with an FAA approved CAMP having a person(s) in its employ with five years experience similar to that specified in paragraph 3b(1)(a) through (c); or

(c) A manufacturer as defined in paragraph 2b(2).

c. Issuance of Recurrent Export Airworthiness Approvals for Class II Products (i.e., Major Components of a Class I Product) that are Manufactured and Located in the United States. (Reference this Advisory Circular, paragraph 17b(6).) To qualify for authorization to perform this function, a DAR applicant must have the following experience:

(1) Three years of experience as:

(a) An FAA airworthiness inspector (maintenance or avionics) involved in either the actual issuance of, or having responsibility for managing programs leading to the issuance of, recurrent export airworthiness approvals for Class II products OF THE TYPE AND COMPLEXITY as those for which authorization is being sought; or

(b) The holder of a mechanic certificate with airframe and powerplant ratings, or a repairman's certificate (e.g., avionics, instruments, etc.) which must be current at the time of original application. This person must also demonstrate the ability to determine that Class II products, OF THE TYPE AND COMPLEXITY as those for which authorization is being sought, submitted for recurrent export airworthiness approval meet FAR Part 21, Subpart L, and any other applicable FAR's; and meet the special/additional requirements of the importing country; or

(c) The experience as outlined in paragraph 2c(1) or (2).

(2) In the case of an organization:

(a) As the holder of a repair station certificate under FAR 145, with appropriate ratings, having a person(s) in its employ with three years of experience similar to that specified in paragraph 3c(1)(a) through (c); or

(b) An air carrier operating certificate holder with an FAA approved CAMP having a person(s) in its employ with three years experience similar to that specified in paragraph 3c(1)(a) through (c); or

(c) A manufacturer as defined in paragraph 2c(3).

## APPENDIX 2. SELECTING AND APPOINTING OFFICES

The FAA offices responsible for selecting and appointing DAR's are as listed below. Information concerning DAR selection, appointment, and qualification criteria may be obtained from the offices listed below or from any FAA Aircraft Certification Office (ACO), Manufacturing Inspection District Office (MIDO), Manufacturing Inspection Satellite Office (MISO), Flight Standards District Office (FSDO), General Aviation District Office (GADO), or Air Carrier District Office (ACDO).

a. Manufacturing and Engineering Functions. Applications for DAR appointment in the areas of manufacturing and engineering must be submitted to the Aircraft Certification Division listed below that is located in the geographical area in which the applicant resides or has his/her primary place of business.

(1) Aircraft Certification Division, ANE-100
12 New England Executive Park
Burlington, Massachusetts 01803
(617) 273-7100

(2) Aircraft Certification Division, ACE-100
601 East 12th Street
Kansas City, Missouri 64106
(816) 374-6937

(3) Aircraft Certification Division, ASW-100
4400 Blue Mound Road
P. O. Box 1689
Fort Worth, Texas 76101
(817) 877-2581

(4) Aircraft Certification Division, ANM-100
17900 Pacific Highway South, C-68966
Seattle, Washington 98168
(206) 431-2100

b. Maintenance Functions. Applications for DAR appointment in the area of maintenance must be submitted to the Flight Standards Division listed below that is located in the geographical area in which the applicant resides or has his/her primary place of business.

(1) Flight Standards Division, AAL-200
Anchorage Federal Office Building and Courthouse
701 C Street, Box 14
Anchorage, Alaska 99513
(907) 271-5514

(2) Flight Standards Division, ACE-200
601 East 12th Street
Kansas City, Missouri 64106
(816) 374-5003

(3) Flight Standards Division, AEA-200
Federal Building
J.F.K. International Airport
Jamaica, New York 11430
(212) 917-1124

(4) Flight Standards Division, AGL-200
2300 East Devon Avenue
Des Plains, Illinois 60018
(312) 694-7252

(5) Flight Standards Division, ANE-200
12 New England Executive Park
P. O. Box 510
Burlington, Massachusetts 01803
(617) 273-7018

(6) Flight Standards Division, ANM-200
17900 Pacific Highway South, C-68966
Seattle, Washington 98168
(206) 431-2200

(7) Flight Standards Division, ASO-200
3400 Norman Berry Drive
East Point, Georgia 30344
P. O. Box 20636
Atlanta, Georgia 30320
(404) 763-7401

(8) Flight Standards Division, AWP-200
15000 Aviation Boulevard
P. O. Box 92007 Worldway Postal Center
Los Angeles, California 90009-2007
(213) 297-1251

(9) Flight Standards Division, ASW-200
4400 Blue Mound Road
P. O. Box 1689
Fort Worth, Texas 76101
(817) 877-2137

## APPENDIX 3. INFORMATION TO BE IN THE LETTER FROM AN AVIATION INDUSTRY ORGANIZATION

Letters provided by aviation industry organizations to individual DAR applicants and/or to persons within organizations who will perform authorized functions must:

1. Identify the functions for which authorization is sought and the type and complexity of the product(s).

2. Support the person's/applicant's integrity.

3. Identify the person's/applicant's technical qualifications.

4. Identify the person's/applicant's experience and technical knowledge by product type and complexity.

5. Identify the person's/applicant's knowledge of the FAR's.

6. Support the person's/applicant's specialized experience requirements.

7. Identify the period of time the person/applicant worked directly with the FAA in connection with the type of work to be authorized in the designation.

# APPENDIX 4. INFORMATION THAT SHOULD BE REFLECTED IN THE PROCEDURES SUBMITTED BY DAR ORGANIZATION APPLICANTS

Procedures submitted by DAR organization applicants should as a minimum identify:

## DAR ORGANIZATION

1. Policies and Objectives.
2. Organizational Structure.
3. Authorized Functions.
4. Assignment of Responsibilities.
5. Disposition of Nonconforming Products.
6. Training.
7. FAA Document Control.
8. FAA Document Processing.
9. FAA Interface.
10. Supervision/Monitoring.

## AUTHORIZED INDIVIDUALS

1. General Qualifications.
2. Specialized Experience.
3. Authority and Responsibilities.
4. Identification.
5. Limitations and Restrictions.

U.S. Department
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**Federal Aviation
Administration**

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